

# BUS & COACH BUYER

19 JULY 1991 | ISSUE 114

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- 1988 Bedford/Duple, Radio/PA  
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- 1987 DAF/Caetano 11.6, Radio/PA  
**Seats 53 Price £65,000**
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- 1988 S 215 HRI (Rational),  
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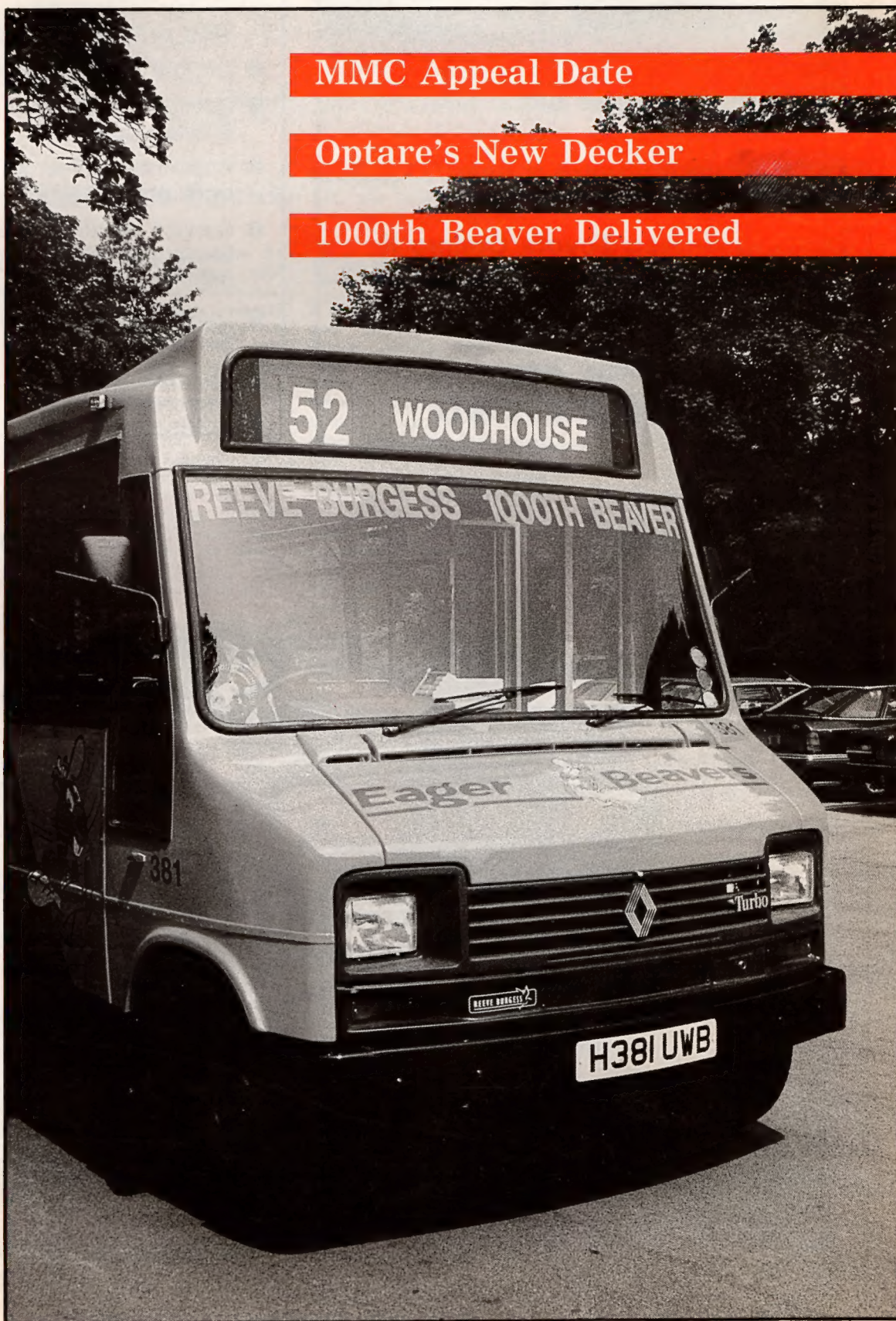
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MMC Appeal Date

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# News

## LRT Report

London Regional Transport's annual report for 1990/91 records a year of record investment despite the effects of the recession. London Buses' mileage operated figure was up from 93 to 95.7 per cent, service quality improved and unit costs per mile fell by 3 per cent compared with 1989/90.

London Buses runs 495 of London's 590 routes including 58% of the 201 tendered services which make up to 34% of the total LT bus network. Contracts for tendered routes worth £52 million were awarded during the year with four operators new to LRT services winning 10 new routes.

Excluding tendered services London Buses ran 162 million bus miles, covering 1,942 passenger miles with 872 million passenger journeys. Of the 5,433 LB buses run from 53 garages, 3,979 were double deckers, 304 were single deckers and 889 were mini or midi-buses, the remainder being either trainers or vehicles awaiting disposal. Of 19,803 staff, 13,834 were drivers or conductors, 3,012 were garage or engineering staff, 1,462 were traffic staff and 1,495 were business administration employees.

Copies of the report were available at £2.50, or £3.00 by post from the LT Travel Shop, St Jame's Park Station, London SW11 0BD.

## MMC appeal date

The dates for the High Court hearing of the Monopolies and Mergers Commissions' appeal against Mr Justice Otton's decision in favour of South Yorkshire Transport have been set for November 6-8 1991. The appeal will be heard by three judges. The MMC had required SYT to divest itself of four bus companies acquired in 1989, but SYT sought a judicial review on the grounds that the MMC had acted outside its powers.

## YBC cut backs

The continuing downturn in the economic climate has forced Yeates Bus and Coach, the Loughborough based coach dealers, to make 13 staff redundant. The job losses effect four of the sales team and nine members of the after market staff. This leaves YBC with a total staff of 69.

Director and general manager, Tony Harvey, commented, 'It is with great regret that we have had to make this move. We looked hard at what needed to be done to fully prepare the company for when the market improves and some difficult decisions have had to be made.'

## Skills fire

A fire at the Nottingham premises of Skills Coaches destroyed two vehicles and seriously damaged part of the central maintenance bays. Skills praised the quick response of the fire services who had the fire extinguished within 20 minutes of its discovery at 10.15 on the evening on Wednesday, 10 July.

The vehicles lost were a two year old Mercedes 811D Scott panel van conversion and an ex-Barton A registered DAF MB Plaxton Paramount 3200. Skills have other workshops facilities on the site and these will be used while the damaged area is repaired.

## Charity win

A team of six drivers, fitters and partners from Black Prince Coaches beat seven other teams to win Morley Rotary Club's 'It's a Knockout' fun day. Each member of the team was sponsored for the event. Their prize for winning was £300 to donate to the NSPCC, their chosen charity. It was the first time the company had entered a team in the event which is held annually at schools in the Morley area. Black Prince also provided a free bus service to transport participants between events.



## New single deck deliveries

Two recent single deck bus deliveries featuring unusual



vehicles are a brace of Ikarus single deck service buses to Smiths of Shennington and a Renault PR100 to Hornsby of Scunthorpe. The Ikarus buses are based on DAF SB220 chassis, similar to their Optare Deltas already in service around Birmingham in 'Your Bus' livery. They were supplied by Hughes DAF. The Renault PR100 was bodied by Northern Counties and used as their own demonstrator before being acquired by Hornsby.



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# Vehicle Preview

## OPTARE-DB250

### Preview of the new double decker

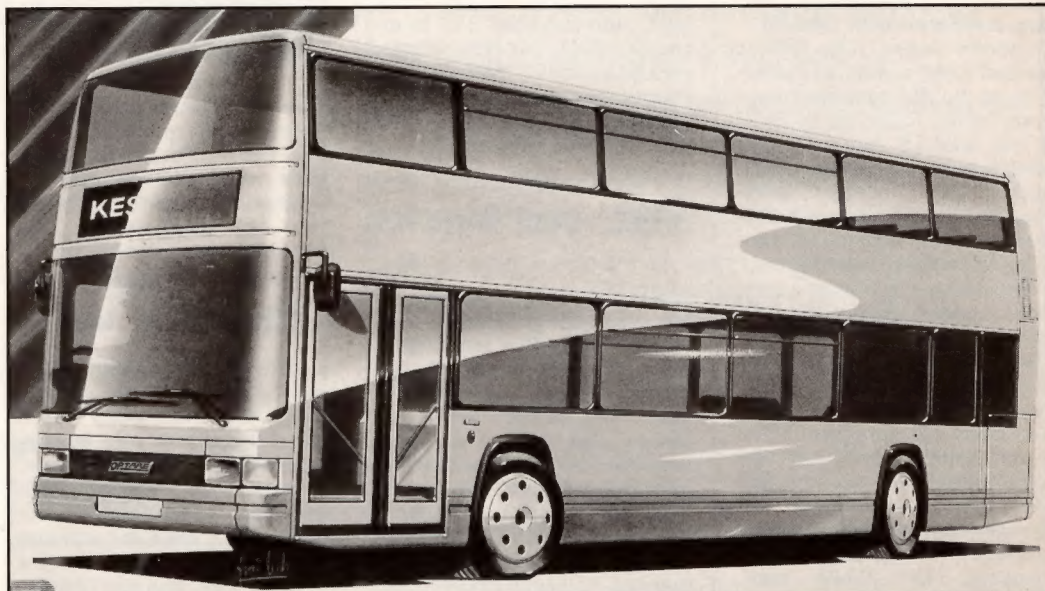
Details have been released about DAF and Optare's long awaited double decker. Embued with all the style operators have come to expect from Optare's Alusuisse based designs, the new double decker is designed to offer a modern alternative to traditional deckers and give both manufacturers a more complete range sharing common features. The project remains without a name at present, although this will be revealed when the bus is publicly unveiled at the Coach & Bus 91 exhibition.

Launching a new double decker with the market conditions as they are may seem imprudent but managing director Russell Richardson is confident the design will prove popular. He claims to have already sold some of the initial batch of 11 vehicles straight from the drawing board. Though reluctant to reveal the names of the purchasers at this stage, he confirmed that all details will be released at the official launch.

The project has been completed in conjunction with DAF Bus and based on experience of the MCW Metrobus, the rights to which were acquired by Optare two years ago. This has culminated in the development of the DAF DB250 chassis to form the underframe of the new bus.

Essentially, the DB250 is an SB220 front section which is attached to a much modified and improved MCW style rear suspension and transmission layout. The layout offers a high degree of parts commonality with SB220s but none with MCW. Its construction features a completely electrically welded chassis with no bolted sections. Transmission has been designed to offer a straight line drive between the gearbox and rear axle and will be available in three options combined with the single DAF 200 Kw (270 bhp) engine.

An 'H' section frame is built into the rear axle section of



**An artist's impression of the new DB250 based Optare double decker which is designed to resemble its stable companions yet provide a practical and timeless styling.**

the chassis to provide mounting rigidity for the air bellows and shock absorbers. Extensive use of CAD technology determined the engine, transmission and suspension could be mounted on only five points. This limits the transmission of noise and vibration into the passenger compartments and greatly speeds maintenance procedures. All essential service items mounted on the engine can be accessed by removing the rear panel, again reducing service downtime.

For urban operation a ZF 4HP500 automatic gearbox is recommended, giving a top speed of 50 mph and inter-urban usage can be enhanced with a ZF 5HP500 five speed unit for a top speed of just over 60 mph. Intercity and higher speed variants capable of 70 mph will be fitted with a Voith D854.2 gearbox and also incorporate ABS braking. Both ZF units feature the EST 18 shift point control and all options will feature a 'neutral at stand-still' to save on fuel consumption.

Step and floor heights are low, in common with the SB220 Delta with all compo-

nentry mounted below chassis crossmembers and a floor pan to help gain valuable headroom for the lower saloon. Low profile 275/70 tyres are used to keep steps as low as possible and to allow smaller wheelarches to be incorporated. Another benefit of smaller wheelarches is the extra room available to provide an exceptionally wide entrance in the 2.5 metre front overhang. The rear overhang is shorter than the front, at 2.41 metres and the total length is a fraction under 10.0 metres at 9.96m, with a wheelbase of 5.50 metres and width

of 2.20 metres. A turning circle of 15 metres has also been achieved.

The drive axle chosen for the DB250 is the GKN D66 UB 1G with eccentric differential. For severe conditions GKN G series hub gear can be specified. Provision has been made on the chassis to add a third axle, should it be required, with a view to supplying specialist operations and Hong Kong outlets. Front axle is standard SB220 and is rated at 6500 Kg. For driver comfort, an adjustable steering column is a standard fitting. It is pneumatically controlled and can



**The rear window is deleted from the lower saloon in favour of a bulkhead to further reduce internal noise levels and provide more advertising space.**



# Vehicle Preview

only be adjusted while the bus is at rest. Instruments and fascia are from the DAF 95 truck range and were chosen for their clarity and easy-to-read layout.

Bodywork of the new vehicle bears a strong family resemblance to the other members of the Optare range. The panels are all externally removable and there are no protruding rivets or strap fixtures. Alusuisse techniques are employed in the basic construction to offer a simple repair system. Many parts are interchangeable with Delta and Vecta models which reduces the requirement for extensive stocking. There is no rear window on the lower saloon which maximises external advertising space for the operator and allows Optare to use it as a bulkhead to further reduce internal noise levels.

Two body heights are available to prospective purchasers, standard is 14 feet two inches and a lowheight variant will measure 13 feet 8 inches. Dual door versions are also on offer and deep side windows

with tints are standard. All models will be fitted with a basic DiPTAC specification kit and Optare are claiming more generous saloon height and seat pitch than their competitors. Basic configuration is 31 seats on the lower deck and 47 above.

The package will be supported by Leyland DAF's service centre at Chorley and through DAF-Aid's national scheme. Reliability is expected to be good following extensive testing and computer analysis of the drive train. Although the 270 bhp engine seems somewhat excessive, it is predicted by computer that this will offer the best power to weight performance, fuel economy, lowest exhaust emissions and because it won't be working too hard - excellent longevity prospects.

Introducing the new vehicle, Russell Richardson said, 'We have no hesitation in launching this model at this time. The market has shrunk from 2000 units annually to around 800 and we will be aiming at a 25% share of it. That amounts

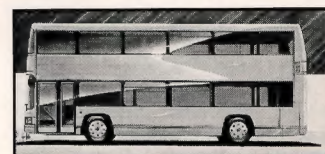
to 180 to 200 vehicles that are designed specifically to fulfill transport requirements for the 1990s. They are built from the experience and success gained with the MCW Metrobus and use the same basic layout. They offer high reliability and economy coupled with low maintenance, use common SB220 chassis components, are environmentally friendly, attractively designed and offer maximum capacity all at a competitive cost. Flexibility is gained through the three speed options and two height variations.'

The DB250 will only be available, initially, direct from Optare who will market the package with their usual leasing or finance facilities. However, the chassis will certainly be available to other United Bus partners and eventually through dealers Hughes DAF. This will inevitably open up the options on bodywork from other sources but will have given Optare a useful headway into the marketplace.

Also speaking at the launch was Ad Knobbe, project

manager for DAF Bus, who gave details of the project development from customer surveys on fact and perception through to the analysing and comparison of MCW design, including how the appropriate ideas were adopted or developed.

Optare are currently enjoying full order books and its 270 staff are working overtime. The first batch of DB250 double deckers will be ready to enter service during the back-end of 1991, the same time as the first Vectas are scheduled for delivery. Production of the Vecta has not yet begun as the chassis have only just arrived at the Leeds factory. Production will begin after work resumes following the annual company holiday in August.



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# Manufacturer Focus

## East Lancashire Coachbuilders Bodies for all

Murphy's broom lasted him all his working life, though it had 37 heads and 26 handles in that time. East Lancashire Coachbuilders believe a similar principle can be applied to buses, at least until the economic and operating climate improves. To this end they have developed some attractive packages for extending the lives of existing vehicles to supplement their traditional business of bodying on new chassis.

Part of the Drawlane group which includes Midland Red North, North Western, Midland Fox and London & Country, not to mention a new link with National Express, East Lancs is well placed to understand the investment restraints that most bus companies are facing. Traditionally a company that concentrated on supplying municipal operations, it has widened its customer base of late to build an increasing number of orders for independents and former NBC companies. The Drawlane link helps, but will this year only account for around 20% of the company's output of slightly over 100 units.

As the customer base broadens, so is the product base. East Lancs has always built limited numbers of single



**EL2000 on Tiger and Dart chassis outside the Blackburn factory.**

deckers and even turned out a few midibuses when that boom was in progress, but the backbone of the operation has always stayed firmly with double deckers. Today double deckers remain important but the management recognise that many of their existing customers are looking for alternatives.

The factory in Blackburn is not a huge or especially imposing building, in fact it must be one of the smallest bus body building plants in the country, but a trip around it earlier this month revealed an astonishing variety of different body types being constructed,

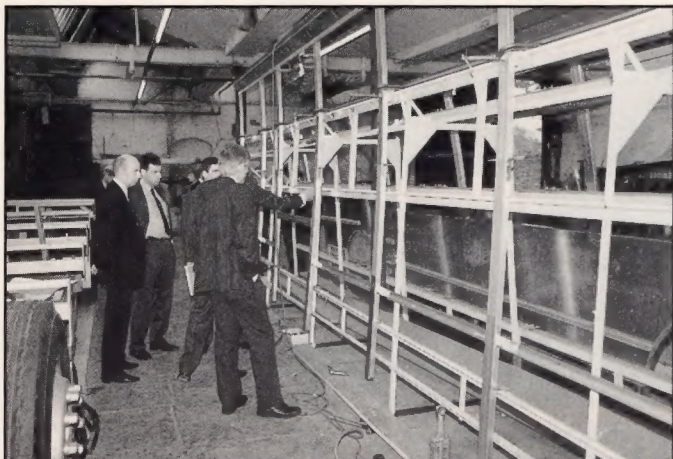
on an even wider selection of chassis. Put simply, East Lancs will build you anything you want - they have a range of standard designs but are quite happy to vary them in whatever details you require to produce exactly what the customer wants.

Just going in to production were five new Volvo B10Ms which are to be fitted with single deck bus bodies for Blackburn. Just completed at the other end of the factory was the last of a batch of new Dennis Dominator double deckers for Bournemouth with very attractive yellow and blue co-ordinated interiors. Nearing completion were two 11.8 metre double deck Volvo coaches for Plymouth. These

were all new bodies being mounted on new chassis but, as was evident in the plant, rebodging is now just as important to East Lancs and looks likely to remain so for some time.

The company's standard single deck bus body style is the EL2000 which has been supplied new on Dennis Falcon, Volvo B10M, Dennis Dart and (I believe) Leyland Tiger chassis. In production were examples of the same body on refurbished Volvo B58, Volvo B10M, Leyland Tiger and most surprisingly, Leyland Atlantean chassis. The B58 is for Black Prince of Morley and will have 49 dual purpose seats, a boot and full DIPTAC features, the B10Ms are a batch of three with fire damaged bodies being rebodied for Buffalo of Flitwick, Midland Red North are in the process of rebodging a number of formerly Berkhof bodied coaches with bus bodywork and the Atlanteans are part of a batch of ten ordered by Southampton. The Atlantean AN68s were new in 1973 with East Lancs double deck bodies which have been removed to make way for new 9.8 metre bodies with a capacity of 36 seated and 18 standing passengers plus a luggage pen. Equipped with Purmo heating, the body cost is around the £35,000 mark. The seating is limited on the Atlantean by the low cab floor, though the higher floor cab layout would enable the capacity to be increased to 47 seats with the rearmost ones over the engine.

I've talked about rebodied chassis but perhaps the most exciting new development on display was not a chassised vehicle at all, but an integral. As previewed on last week's news pages, East Lancs have taken the rebodging concept a stage further and given the trusty Leyland National radical but comprehensive treatment that should see examples running well into



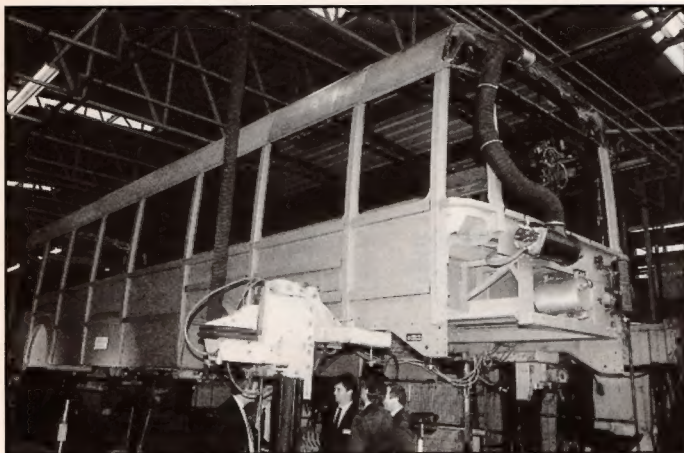
**Since Drawlane acquired East Lancs the company has installed new jigs and a new paint spraying facility at the Blackburn factory.**



**The rear of the EL2000 design is reminiscent of Van Hool practice.**



# Manufacturer Focus



**A complete National Greenway structure after modification.**

the next century.

Called the National Greenway because of the projects 'green' connotations and links with London & Country's Greenway depot which assisted in the project, the vehicle takes as its basis an old Leyland National, currently available from most scrapyards with a blown up 510 engine for not very much at all. To prove it didn't matter how old the National was, project leader Chris Clark took the 50th built (of over 7,000) and completely stripped it down to check the structural integrity. The fact that the only structural areas with any corrosion were the wheelarches gave him a lot of confidence.

In designing this born again National, the intention was to provide the operator with a vehicle which; he understood and knew he could rely on, with all of its faults taken out, with 1990s looks and passenger appeal and at least a 12 year life span. On top of this the whole package costs around half the price of a brand new single deck bus.

It is not possible to list all the engineering work undertaken within this article but I will try to cover the main points. Basically, everything that caused headaches on the original design has been looked at and re-engineered to overcome the problem. In doing so the aim has been to de-complexify wherever possible. An example is the air induction system which now has a 710 cfm unit ducted into the engine from the roof which should overcome the National's record for bad air induction. In addition to the new solutions, every modification recommended by Leyland over the years is incorpo-

rated. Although the original epoxy anti corrosion process has proved remarkably efficient, everything receives an additional coating of Mia-guard, which was chosen in preference to Mebon because it is harder.

The stripped vehicle has the stressed outer body panels removed and new stressed panels fitted on the inside of the frame, enabling the vehicle to be skinned in aluminium in the EL2000 style. Those points that are known to be prone to cracking, such as those at the bottom of some windows, have flitch plates fitted. New stressed panels are fitted at the front of the vehicle which becomes even stiffer than the original design. The prototype vehicle is fitted with flat interchangeable screens to overcome wiper and glare problems but operators who prefer them can specify BET or National screens. They can also retain the existing National front panel if they prefer it to the EL2000. The destination box has been designed to take any type of system including the digital computerised options.

Mechanically everything is stripped off with the air valves, air bags and top plates all being replaced. Throughout



**Who ever imagined a 1973 Atlantean looking like this?**



**The bright interior and DiPTAC features of the new National Greenway.**

the vehicle the hoses are replaced with silicone items were necessary, with all hydraulic and flexible air hoses also being replaced. New brake chambers, new bushes, reconditioned brake rams, new A-frame bushes, and a reworked differential and propshaft - the treatment is comprehensive.

Perhaps the biggest drawback on the National was the headless wonder, the Leyland 510 engine which was originally going to be very reliable and so cheap that you'd be able to throw it away when it went wrong. To be fair it worked well in trucks, but it didn't like the environment at the back of a busy city bus. To overcome this the full East Lancs package includes the fitting of a new Gardner 6HLXB 180 bhp engine to the latest green specification, or if you want to use it for dual purpose duties you could go right over the top with a 6HLXCT.

East Lancs have decided to standardise on the wide band pneumocyclic gearbox to overcome the problems associated with the hydracyclic system. Chris Clark is confident that this will not be a source of problems because of the wide band coupled with the fact that the Gardner has a reputation for being soft on gearboxes. The pneumocyclic is also only around £700 to re-work compared with around £2,000 for the hydracyclic. The existing propshaft is retained so the gearbox can still be dropped out with ease. Fuel consumption figures of around 12 mpg were mooted but would obviously depend on the type of operation.

Naturally the saloon has been fully updated and with the panelling changes has

fractionally more interior width. Built to DiPTAC standards, the entrance now features a two part step. The interior is bright with new moquette on the seats and the lighting repositioned to the sides of the vehicles to help reduce glare.

As a total package your existing National can be turned into a Greenway with all the features mentioned and quite a few more for £44,000. East Lancs are even looking into the possibility of obtaining new registrations for the vehicles. If an operator wants any part of the package, from a new engine installed to just the front and rear panels replacing, East Lancs are happy to quote for the job.

East Lancs see the emphasis on rebodysing as something that will both save operators money and give manufacturers a survival package for the next two to three years. It expects vehicle life from its rebodied products to be in excess of 12 years, giving operators what they need at a price they can afford. Joint managing directors Philip Hilton and George Alcock summed it up by saying, 'Our business is making buses to suit customers. We can alter any aspect of a design.'



**The National Greenway has a two step entrance.**



## Fleet Additions

# 1000th Beaver delivered to SYT

Few sales records are going to be broken this year as manufacturers lament the limited number of new vehicle sales. Against this background the latest midibus delivery to South Yorkshire Transport is all the more remarkable, for it is the 1000th Reeve Burgess Beaver body to be supplied since the design was introduced in 1986. The 1000th vehicle is part of a batch of 39 Renault S56s with 23 seat Beaver bodies which take the total number of Reeve Burgess minibuses in service with SYT to 220, more than any other operator.

To celebrate the milestone Reeve Burgess directors David Quainton and Harry Reeve entertained SYT chairman and managing director Peter Sephton, SYT senior management, SYPTA officers and a number of staff from the Eager Beavers unit which will operate the new buses, to dinner at Aston Hall near Sheffield. Also present was Mrs Pauline Hird who works at Sheffield University and last week became the 15 millionth passenger to use the Eager



**Harry Reeve, sales director of Reeve Burgess handing over the 1000th Beaver to Peter Sephton of South Yorkshire.**

Beaver 52 service. She was presented with flowers and a year's free travel on SYT buses.

Adaptability has been one of the reasons behind the Beaver's success. The basic steel structure was designed to be suitable for bus, coach or welfare use and has proved popular in all three guises. It first appeared in coach form

late in 1986 and the bus version followed in August 1987. In recent years many fleets have standardised on the Beaver for their needs in the 23 to 33 seat range with the result that SBG, municipal, PTC, former NBC and independent fleets throughout Scotland and Wales run large numbers of the type on Renault/Dodge, Mercedes Benz and Iveco Ford chassis.

Reeve Burgess managing director David Quainton commented, 'The Beaver has consistently been a best seller and Reeve Burgess is the first UK manufacturer to build 1,000 midibus bodies to the same basic design, a considerable achievement in the present market conditions. There is no compromise in the Beaver design. The standard frame fits all leading chassis and was designed to be easily adaptable for different roles.'

Allaying fears that Reeve Burgess's move from Pilsley to Scarborough spelled the end of the range, David Quainton stressed that the product would go on. Emphasising the point he claimed that two



**SYT operate well over 200 Beavers.**

thirds of the Scarborough shop was currently taken up with Reeve Burgess products.



**SYT's Eager Beaver logo.**

For SYT, Peter Sephton said, 'The key to the success of our midibus operations has been attention to quality. We provide high service frequencies, attractive fares, carefully selected drivers and high quality drivers.' He underlined the importance of high frequency services saying that they attracted 20 to 25% more passengers and added, 'High frequency services are good for our competitive edge, we get less competition on frequent routes.' For the future the company has plans for introducing real time information on board buses.

Commenting on the Beaver Peter Sephton said, 'The Reeve Burgess Beavers on Renault S56 chassis have proved popular with passengers and drivers and have stood up well to heavy use on arduous cross-city services.'

**The 1000th Reeve Burgess Beaver, one of SYT's latest batch of 39 vehicles.**





# Fleet Additions



## Twin Toyotas

Flights Coaches of Birmingham have taken delivery of a pair of Toyota Optimo IIs from Yeates Bus & Coach. Both vehicles are equipped with 19 seats, soft trim and radio/PA/cassette systems. Geoff and Ken Flight are photographed here with their new vehicles and YBC's Tony Harvey.



## Duple-DAF purchase for Jacksons

Jacksons Coaches of Blackpool have purchased two Duple 320 SL plus bodied DAF SB2300 DHTDs from Hughes DAF. They are equipped with 57 reclining seats, courier seats, carpets, curtains, radio/PA systems, heated mirrors and full soft trim.



## More Caetano's for Jeffs

A pair of Caetano Optimo IIs have been purchased by Marchwood Motorways of Totton, Southampton. Both are to GL specification, one fitted with 21 seats and the other 18 seats with a large boot. Shared features include power plug doors, tinted bonded side windows, full draw curtains, forced air ventilation, individual reading lights, radio/PA/cassette systems and full soft trim including gangway carpets. They were supplied by Salvador Caetano UK.



## Kingsferry 0303s with distinctive front panels

The KingsFerry have now taken delivery of their second batch of three Mercedes Benz 0303 RHDs with Plaxton Paramount 3500 coachwork. They are a mixture of three and four star specification coaches equipped with 49 reclining seats, toilet/washroom facilities and TV/video installations. They are used extensively on commuter services into London and were supplied by Plaxton Retail Sales.



Colin Hoskins Minicoaches of Rastington, near Stonehouse, took delivery of this Ford Transit based vehicle earlier this year. It was converted by Dormobile and features 16 low back seats with PVC covering. Used extensively on works contracts, the Transit has a 2.5 litre diesel engine and four speed manual gearbox with overdrive facility. Livery is green and white and the vehicle was supplied by Peter Ling of Kenn Garage, Clevedon.



## DAF replaces Godson's Tiger

Godsons Coaches of Leeds have recently taken delivery of this DAF MB230LB from Hughes DAF. It has Plaxton Paramount 3500 coachwork to three star specification which includes 53 reclining seats, courier seat and full draw curtains. Additionally it is fitted with a hot water boiler. The coach replaces an older Paramount on a Leyland Tiger in Godson's fleet of nine coaches.



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114/703/AE

## BEDFORD

### 1979 V registration BEDFORD YMT DOMINANT II

53 seats, Telma Retarder, pod, Bristol Dome, autolube, MoT April 92, recently repainted and re-painted.

**£6,500 + VAT**

### 1979 V registration BEDFORD YLQ DOMINANT II

MoT Nov 91, 45 seats, autolube, Bristol Dome.

**£6,500 + VAT**

Tel: 04884 438 or 0488 57107 evenings

114/598/BED

### 1983 BEDFORD YNT DUPLÉ

Choice of Two

53 seats, MoT Feb '92 & Dec '91. Good clean condition and in daily use.

**£13,250**

**+ VAT ovno**

**Tel: 071-935 4091**

114/802/BED

BEDFORD YMT PLAXTON SUPREME IV EXPRESS 1980, 53 seater, recent engine replacement, MoT May 1992, £7,000 ono. Tel: (0293) 546219 (Sussex).

114/595/BED

1978 BEDFORD PJK, 29 seater Duplé, tested Jan '92. £1,200. Tel: 0773 605761.

114/233/BED

## BOVA



### 1984 BOVA FUTURA

49 reclining seats, centre sunken toilet, radio, PA, TV/video, double glazing, tea/coffee machine.

**£41,000 + VAT**

**0692 406020**

114/260/BV

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### 1971 LEYLAND ATLANTIAN DOUBLE DECKER

Semi-automatic, good condition throughout, excellent running order, ideal for school contracts

**A bargain at £2,500 ovno**

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51 seater, Executive with toilet, video, coffee machine

**£62,000 ono**

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114/237/DA

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53 executive seats, SDE, curtains, excellent condition, radio/PA, power door, MoT May 1992, low kms, two-tone blue exterior.

**Total Price**

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Will accept 17 seater Diesel Minibus in P/X

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114/583/DA

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1985 DUPLÉ 425/CUMMINS, 55 recl, bunk, 3 TV video, toilet.....**£39,000 + VAT**

All available with some work.

Part exchange considered

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114/257/DU

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25 seater bus, tacho, boot, one international company owner since new, 42,000 kms, full service history, Class 5 MoT until August 1991, body built to PSV standard, immaculate condition

**£4,000 + VAT**

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114/254/FO

1979 FORD VAN HOOL, 53 seats, sound mechanical condition. £3,950 + VAT for quick sale. Tel: 071-935 4091

114/803/FO

1980 FORD DOMINANT II. MoT 6.1.92, TAXED, side lockers, red interior, daily use. £6,500 + VAT. Tel: 0934 833177

114/245/FO

## BEDFORD

BEDFORD X REG. Re-con engine, Duplé Mk IV. Offers. Tel: 0328 710589

114/8886/BED

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114/289/BED

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114/210/BED

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71 seats, 3 TVs/videos, tables on lower deck, toilet & drinks machine, engine reconditioned, new MoT.

**£28,000 + VAT**

For Quick Sale • P/X considered

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114/300/DD

1976 DAIMLER DMS, single door, double decker, 680 engine, PAS, ex SBG. Excellent condition, 12 months MoT. £2,750 + VAT. Tel: (0282) 56351 (anytime).

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**S Reg R SERIES FORD,**  
53 seat.....£4,000

**R Reg R SERIES FORD,**  
45 seat, full ticket£3,500

**R Reg A SERIES, 25**  
seat Minibus.....£2,500

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114/251/FO

**1985 B REG FORD PARAMOUNT,**  
53, MoT April '92, p/door, radio,  
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sale before August, beat dealers.  
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114/292/FO

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Telma, side lockers, clean, tidy  
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able August. **Best sensible offer.**  
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ered.

114/291/FO

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**PRESS 1978,** tested July 1992, Tel-  
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used over last 3 years. £4,500 ono.  
Tel: 0773 872229 or 0246 862024.

114/547/FO

**FORD R1114 PLAXTON**  
**SUPREME IV, 53 seater, 1981,**  
recent engine overhaul, MoT  
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114/594/FO

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### 1989 (F) LEYLAND SWIFT EXECUTIVE

MoT March '92 Cummins engine, 24/33  
reclining seats and courier seat, 20  
seats around tables. Full spec including  
kitchen with microwave, double fridge,  
coffee machine, video player, TV, radio,  
PA, with fax and telephone facilities. Full  
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**£40,000**

Finance available to established operators

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Dominant, 51 seats, semi-  
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**ELITE MK IV.** Supreme front, 49  
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exceptional condition throughout.  
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15/16 seat, full luxury, PSV,  
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49 executive with toilet and  
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**£67,000**

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cream with brown interior, First reg. 01.08.89. Annual Aug 1991. £25,500

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moquette seats.....£12,600

**FREIGHT ROVER, Coach Built, 20 high back moquette seats, power door,**  
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door, large boot, full maintenance history. Available  
31.7.91.

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mini coach, 2.5Di engine, 5 speed  
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0207 70077 Co. Durham.

114/272/MB

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**AUG 87 21 SEAT 609 D,**  
tested until June '92, large  
boot, excellent  
condition .....£15,800

**OCT 88 21 SEAT 609 D,**  
tested until Oct '91, large  
boot, excellent  
condition .....£17,750

**APRIL 83 53 SEAT 0303,**  
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engine and clutch  
fitted ..... POA

Telephone: Stourport

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**N REG MERCEDES, 18 str, mo-**  
quette, good condition for the  
year, MoT Sept 91. £1,750 ono. **A**  
**reg Bedford, 12 str, diesel, yellow,**  
class IV, MoT 5/92, £950 ono. Tel  
Sheffield (0742) 721433.

114/596/ME

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**New Vehicles, all makes supplied**  
**89 G Reg TALBOT EXPRESS DIESEL.**  
H/roof, 14 seater Minibus, 22,000 miles,  
as new, test August '91 ..... £9,750

**88 LTSO 6 CYL TURBO DIESEL.** Luxury  
23 seater Sprinter coach, power door,  
curtains, rear boot, coachbuilt, not a van  
conversion 30+ mpg, test March '92  
.....£21,500

**87 E TALBOT DIESEL.** Triaxle Pullman 22  
seater bus, power door, test February  
'92 .....£11,950

**1985/86 C Reg FORD TRANSIT 2.5**  
**DIESEL.** Dormobile type, 16 seater +  
standees buses, power door, current  
test certificate, newly painted  
white .....£5,950

**1980 TRANSIT DIESEL DORMOBILE.** 10  
seater Ambulance with Ratcliffe tail-lift,  
clean and tidy. MoT May '92 ....£2,950

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**FRANK CHANDLER 24 HRS**

Part exchange and R.P.

114/283/MB

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### NEW LEYLAND DAF 400 SERIES

16 high back seats in M-2-M moquette,  
full soft trim interior, lift up roof vent,  
lowered passenger entrance step,  
intake/extract unit, luggage racks,  
saloon heater, stereo radio/cassette,  
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**£16,500.00 plus VAT**  
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114/597/MB

**1984 FORD TRANSIT.** Sweet  
Sixteen, Diesel overdrive,  
high back moquette seats,  
luggage racks, soft trim  
interior, MoT 19.11.91 .£4,650  
+ VAT ono.

**1984 FORD TRANSIT.** LWB, 12  
moquette seats, diesel  
overdrive, soft trim interior,  
Bristol dome, MoT  
5.1.92 .....£3,450 + VAT ono.

**BOTH VEHICLES** are in good, clean  
condition and ready for work.  
Maintenance records and a pit  
inspection are available.

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**PHONE 0795 423982/3**

114/240/MB

**1986 IVECO ELME, 16 seater Mini-**  
coach, brown high back seats,  
yellow/orange/brown exterior,  
recon engine recently fitted, rad-  
io, MoT May 8th, '92. £7,500 +  
VAT. Smiths, Buntingford. (0763)  
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nibus, retrimmed, petrol, white,  
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49 seats, 1983, video, toilet, coffee machine, new MoT. Excellent mechanical condition

**£35,000**  
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### VOLVO B58

Full air suspension, semi-automatic, Van Hool Executive. In good condition, re-bodied 1984, MoT until 20 Dec 1991.

**£21,000 + VAT ono**  
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**(evenings/weekends)**



### D REG VOLVO B10M GL

6 speed ZF auto Dominant service bus, 53 seats, 23 standees plus pram pen. New MoT. Choice of three.

**£57,000 + VAT**  
*All these vehicles are owned from new, are well maintained and in daily use.*  
**Please contact Hutchison's coaches,**  
**Overtown, Wishaw.**  
**Tel. (0698) 372132. 114/281/V0**

### 1983 VOLVO B10M

#### PLAXTON 3500

48 recliners, Telma, toilet, TV, video, MoT April 1992

**£35,000 + VAT**

#### 1980 VOLVO

#### PLAXTON B58

57 seater, Telma, air overleaf. Seats retrimmed red/yellow. Brown/orange exterior. MoT April 10th '92

**£20,000 + VAT**  
**Smiths, Buntingford**  
**(0763) 71516**

114/255/V0

### LATE '88 VOLVO B10M PLAXTON 3500

Toilet, wired for TV/video, coffee machine, 49/53 reclining seats, aircraft lockers, blinds to side windows, driver's bunk, radio/cassette/PA, very clean & tidy, long MoT and tax.

**£71,000 ono**  
**0698 793506/792800**

114/559/V0

1982 B58 12M Dominant IV, 53 recliners, double glazing, Telma, MoT 6/92, low mileage, excellent throughout. **£19,750 + VAT. Tel: 0272 784907/0761 415456 (evenings).** 114/509/V0

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New Mot, 49 seats, P/X considered

**£57,000**

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25 seat, very good condition

**£9,750 + VAT**  
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### MUST BE SEEN

1982 Volvo B10M Jonckheere Bermuda, 53 fixed seats, toilet, TV, fridge, coffee machine, radio, PA, cassette, curtains, driver's bunk, Webasto, twin alt, speed limiter, Telma, ferry lift, MoT Feb '92. **POA**

1983 Volvo B10M Paramount 3500, 4 star spec, 49 recliners, exec, tested till February '92. **£39,950 + VAT**  
1982 Bova Europa, 49 seater, toilet, Webasto, new MoT. **£23,950**  
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1973 Leopard, MoT till 3/92. **£2,950**

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**PART EXCHANGE  
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WITH NO PART  
EXCHANGE.**

### GOOD QUALITY VEHICLES WANTED

114/296/JN

V REG LEYLAND Leopard Plaxton Supreme, 49 seater, just completely retrimmed, 12 months MoT, any possible trial or inspection, quick sale. **£8,500**  
LEYLAND LEOPARD 1976, Dual purpose, semi automatic, equipped for one man operation, 12 months MoT, taxed, ready for work, must be seen. **£4,000**  
1985 MERCEDES, 19 seater plus courier, must be seen, full soft trim, boot, racks, reading lights, curtains and blinds, Mellor conversion, tested Dec '91, taxed August '91, immediate sale. **£10,500**  
AEC Plaxton IV, 12 metre, 57 seats, tested till April '92, fully reconditioned engine, six speed ZF, quick sale. **£4,000**

**0977 612219**  
**(West Yorks)** 114/277/JN

1989 REAR ENGINE DAF DUPE. Disc brakes, 53 recliners, toilet, radio, PA, cassette, curtains, centre carpet, blue/white with grey interior, low mileage. **£59,000 + VAT**

1988 307D MERCEDES, 12 seater, brown interior. **£9,950 + VAT**

1985 307D MERCEDES, 12 seater, blue interior. **£4,950 + VAT**

*All in immaculate condition, taxed and MoT'd*

**BROWNES COACHES**  
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114/286/JN

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All Mercedes 2 years warranty or 200,000 kilometers

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**NEW MERCEDES 814D** 33 coach seats, arm rests, boot racks, coach spec, power door. Stock

**NEW MERCEDES 811D, Coach Built** 33 service seats, wide ent, p/door, 12 standees. 4 weeks

**NEW MERCEDES 609D**, 24 seats, full spec power door, lug racks, radio cass. Also 26 Man Door Stock

**NEW IVECO COACH BUILT**, 49/10 service bus, 25 + 5 standees, wide passenger + entrance, easy clean interior. Diptac. Dip coach seats. Stock

**NEW TALBOT TRIAXLE** 22 + 7 standees, psv, power door, service, moquette seats, Diptac. Stock.

**NEW MERCEDES 814D**, coach built, 33 luxury, power swivel door, large boot. Stock  
**NEW MERCEDES 709**, manual, 29 + 10 standees. Stock  
**NEW MERCEDES 609D**, 26 seats, large boot. 7 days  
**NEW MERCEDES 609D**, 24 c/seats, p/door. Stock  
**NEW TRANSIT 20**, power door, power steering, air suspension, + 4 standees Turbo 2 weeks  
**NEW TRANSIT 16**, hi-roof, diesel, coach seats. Stock  
**NEW TRANSIT 16**, diesel, 5-speed s/door. Stock  
**NEW TRANSIT 15**, seats, 5-speed diesel & petrol. Stock  
**NEW TRANSIT 15**, diesel, automatic. early  
**NEW TRANSIT 14**, diesel, 5-speed, luxury. 14 days  
**NEW TRANSIT 16**, diesel, sliding door, coach seats, luxury. Stock  
**NEW TRANSIT 20**, power door, plus 4 standees, diesel 5-speed, choice coach or service seats. 3 weeks  
**NEW DAF 400**, diesel, 16 PSV, hi-spec. 7 days  
**NEW TALBOT 12**, wheelchair ramp, diesel  
**NEW TALBOT 14**, Diesel + driver pav. side door. Stock  
**NEW MERCEDES 709D**, 27 + ul/wichair lift, 2 weeks  
**NEW MERCEDES 410**, luxury 16. Stock  
**NEW MERCEDES 408**, luxury 16. Stock  
**NEW MERCEDES 308**, luxury 12. Stock

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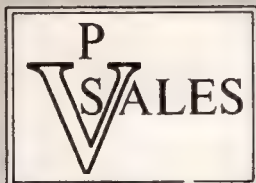
91 MERCEDES 709D, service, 29 + 10 standees.  
90 TALBOT, 14 high roof, side door.  
90 TRANSIT, 16, low roof, PSV, diesel  
90 TALBOT TRIAXLE 22 + 7, Low mileage  
Nov 89 TALBOT TRIAXLE TURBO 22 + 7 Dual purp. seats, low mileage  
89 (G) TRANSIT, 16 power door, coach seats PSV  
89 MERCEDES, 24 coach seats, tables tested  
89 MERCEDES, 26 coach seat, low mileage  
89 LEYLAND, 16 coach seats, new test  
88 MERCEDES 609D Auto, 24 service, power door.  
88 TALBOT TRIAXLE, 22 + 7 standees  
87 (D) F/ROVER DEANSGATE, 16 High back, diesel.  
87 (E) TRANSIT, 12 LWB luxury psv  
87 TALBOT 12, diesel, 5-speed.  
87 (E) F ROVER, Diesel, 16 high back.  
86 OPTARE CUB, auto, 33 p/door & standees.  
86 (E) IVECO CAETANO, 24 air door, dual purpose  
86 VAN HOOL LEYLAND, 2F, 53 recl. new test.  
86 DATSUN DIESEL crew bus, hi/roof, low mileage.  
85 FIAT BEJA, 18 coach seats, power door, new test.  
85 RENAULT TRAFFIC, 12 petrol, SLD.  
85 TALBOT, 12 PSV, petrol.  
85 (C) VOLVO ALGARVE, 48, toilet, TV, servery  
85 TRANSIT 16 Di coach seats, testing.  
84 DAF JONCKHEERE MB200, Exec 49 + video  
83 TRANSIT 16 petrol, no test £500  
83 DODGE R BURGESS, diesel, auto, 17 F door.  
82 VOLVO B10M GOLD LINER, large windows, 50 recliners, choice of 2.  
82 TRANSIT, 12 LWB, PSV, petrol, O/D. £1000.  
82 TRANSIT, 12 diesel, PSV, LWB tested  
81 DAF 200 Exec, 48 + TV Alpha, new test. Offers  
81 MERCEDES, 207, diesel, PSV, 12 seats.  
81 VOLVO B58, 53 large seats, Dupie II  
80 (W) VOLVO PLAXTON, 53, 11 metre. Testing.  
80 VOLVO CAETANO, 53 retrimmed seats, £7,500, tested.  
79 VOLVO SUPREME V, ZF, no test, offers.  
79 FORD TURBO Dupie II, 35 seats, tested.  
79 FORD 53 Plaxton testing. Offers.  
79 BEDFORD, 53, Dupie II, tested.  
77 LEOPARD DUPE EXPRESS, 49/53, tested.  
77 VOLVO PLAXTON VIEWMASTER. Offers.  
76 FORD PLAXTON, 53 seats. Offers.  
76 BRISTOL, 43, express doors, coach seats  
76 FORD, 45, Plaxton, tested.  
76 BEDFORD SPACE CAR, 49 rec, no test. Offers.  
75/76 ATLANTIAN ALEX, 76 seat dd.  
74/75 LEOPARD, Alexander body, manual gearbox, tested.  
75 FORD, 45 seat Plaxton, new test. Offers.  
75 VOLVO, 53 seats, Dupie I. Offers.

114/5621/JN

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1986 D KASSBOHRER SETRA 215 HD, 49 seater, centre sunken toilet, central locking, bunk, fridge, drivers door, choice of two.....£50,000

## 425

1988 DUPL 425 INTEGRAL CUMMINS, 290 manual ZF g/box, Telma, 50 reclining seats, rear sunken toilet, galley, fridge, TV, new test, bunk and double glazing, finished white.....£50,000

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.....Bargain Price £22,500

## DAF

1989 F 2305 DHS VAN HOOL ALIZEE DH, 51/55 reclining seats, demountable centre sunken toilet, double glazing, Blaupunkt radio, PA/monitor, boiler, driver's fan, Tempo 100.....£67,500

1988 E DAF 2305 DHS VAN HOOL ALIZEE H, 51/55 reclining seats, demountable centre sunken toilet, Blaupunkt radio, PA, monitor, boiler, driver's fan, Tempo 100.....£60,000

1988 E MB 230 CAETANO ALGARVE, 49 reclining seats + courier, centre sunken toilet, radio, PA, interior brown, finished in white, new test.....£45,000

1988 E MB 230 CAETANO ALGARVE, 51 reclining seats + courier, rear sunken toilet, radio and PA, grey interior, finished in white, new test.....£45,000

1988 E MB230 DUPL 3200, 57 seater, fully automatic gearbox, radio + PA, Webasto, immaculate, new test.....£40,000

## LAG

1987 'E' SB 3000 LAG GALAXY, ABS, Webasto, 49 Vogel reclining seats + courier, central sunken toilet, Blaupunkt radio and PA, low mileage, new test.....£40,000

1987 D PANORAMIC INTEGRAL KITCHEN COACH, large central area, servery unit, sink, fridge, 18 reclining Vogel seats with 5 tables and rear lounge area, centre sunken toilet, bunk, air conditioning. Low mileage.....£45,000

1986 D PANORAMIC INTEGRAL 3000, 49 reclining seats, centre sunken toilet, double glazing, bunk, radio, PA, new test, choice of two.....£42,500

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1987 D BEDFORD PJK PLAXTON, 29 seater, power door, radio, PA, finished white.....£17,500

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1987 E TOYOTA 6 CYLINDER OPTIMO, 19 seater + courier, radio, PA, white, immaculate.....£19,500

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Full rear end kitchen including microwave, fridge, hot & cold, coffee machine, toilet, 32/40 reclining seats, 8 tables, Webasto, radio and PA, retrimmed, new test. Bargain price.

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114/9390/UN



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1986 (C) FORD TRANSIT, 16 seater, power door, MoT March '92.

1986 (C) FORD TRANSIT, 16 seat, coach conversion, MoT March '92.

1984 DAF JONCKHEERE. 49 seats, toilet, TV/video, MoT March '92.

1984 DAF PP SBR2300 JONCKHEERE, 3 axle, 71 seats, toilet, TV, video, MoT May '91.

1985 (Y) VOLVO B10M DUPLÉ DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.

1983 (Y) MAN T813 VAN HOOL ALIZEE, 38 reclining seats, centre toilet, kitchen, continental door, TV, video, new MoT.

1983 PP MAN SK280 VAN HOOL ALICRON, 49 reclining seats, toilet, MoT May '91.

1983 (Y) VOLVO B10M VAN HOOL ALIZEE H. 53 reclining seats, courier, rear continental door, new MoT.

1982 (Y) LEYLAND Leopard Duplé Dominant IV, 12 metre, 57 seats, semi auto, power door, tinted windows, long MoTs choice of 2.

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114/7617/UN

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 1984 Duple Caribbean Leyland Tiger, 46 reclining seats, good condition, MoT Jan '92 ..... £24,500  
 1984 Lazer Tiger 245, 15 reclining seats, good condition, long MoT ..... £24,000  
 1983 Paramount 3200 Tiger 245, 53 seats, recon engine, express, vgc, MoT Jan '92, repainted in two pack gloss white ..... £27,500  
 1982 Dominant IV Bedford YNT, new MoT, vgc ..... £12,500  
 1981 Duple Goldliner Volvo B10M, 46 recliners, toilet, repainted, long MoT, very nice condition ..... £24,000  
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 1977 PLAXTON SUPREME LEOPARD, S/A, MoT May '92, good condition ..... £3,900  
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114/810/UN

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89 B10M GL Paramount 3500, dem toilet	49/53 Rec	Choice	<b>£87,500</b>
88 B10M GL Paramount 3500, toilet	49 Rec	E235 VOC	<b>£79,850</b>
87 B10M GL Van Hool Alizee H, toilet	49 Rec	Choice	<b>£74,850</b>
88 B10M GL Paramount 3200 LDR, rear door	50 Rec	E320 UUB	<b>£69,850</b>
88 B10M GL Caetano Algarve, rear toilet	49 Rec	E747 HJF	<b>£69,850</b>
87 B10M GL Duple 320	57 F/S	D457 GDU	<b>£65,850</b>
85 B10M GL Van Hool Alizee H, toilet	49 Rec	Choice	<b>£62,850</b>
86 B10M GL Paramount 3200	53 Rec	Choice	<b>£59,850</b>
85 B10M GL Paramount 3500, toilet	49 Rec	C259 VAJ	<b>£59,500</b>
85 B10M GL Van Hool Alizee H, glazing	53 Rec	Choice	<b>£57,500</b>
86 B10M GL Caetano Algarve LDR, galley	42 Rec	C101 HUS	<b>£49,850</b>
81 B58 Van Hool Alizee, toilet	47 Rec	UGG 920W	<b>£19,850</b>
81 B58 Duple Dominant II	53 F/S	RHE 992X	<b>£17,500</b>

#### LEYLAND

89 Tiger Auto Paramount 3200, toilet	46 Rec	F770 GNA	<b>£79,850</b>
88 Tiger 260 ZF Paramount 3500	53 Rec	Choice	<b>£77,500</b>
88 Tiger 260 ZF Paramount 3200	53 Rec	Choice	<b>£74,500</b>
89 Tiger ZF Duple 320 Express	61 F/S	F59 YBO	<b>£64,850</b>
86 Tiger 245 ZF Van Hool Alizee H	53 Rec	Choice	<b>£62,850</b>
86 Royal Tiger Paramount 3500	53 Rec	C759 FMC	<b>£59,850</b>
86 Tiger 245 ZF Paramount 3200 Low Driver	53 Rec	C233 HTX	<b>£55,000</b>
86 Tiger 245 ZF Caetano Algarve LDR, toilet	50 Rec	C357 FVU	<b>£49,850</b>
85 Tiger 245 Hyd Caribbean I, rear door	51 Rec	B717 MPC	<b>£47,500</b>
85 Tiger 245 Hyd Paramount 3500, toilet	48 Rec	B28 OBF	<b>£45,850</b>
87 Tiger Express ZF Duple 320	53 Rec	D148 HML	<b>£45,000</b>
85 Royal Tiger Van Hool Alizee SH, toilet	49 Rec	B384 AMH	<b>£45,000</b>
85 Tiger 245 ZF Paramount 3200	50 Rec	B404 CMC	<b>£44,850</b>
85 Tiger Duple Laser II	53 Rec	C152 NAO	<b>£39,850</b>
85 Tiger 245 ZF Duple Caribbean II, toilet	48 Rec	B150 ACK	<b>£39,850</b>
84 Tiger 245 ZF Paramount 3500, toilet	49 Rec	A133 RMJ	<b>£37,500</b>
84 Royal Tiger 245 ZF Paramount 3500	53 Rec	A853 UYM	<b>£37,500</b>
83 Tiger 245 ZF Paramount 3200	53 Rec	JUB 675Y	<b>£29,850</b>
82 Tiger 218 ZF Supreme VI Express	53 F/S	NDW 147X	<b>£19,850</b>
81 Leopard Supreme IV	53 F/S	SLJ 387X	<b>£16,850</b>
81 Leopard Semi-Auto Dominant II	53 F/S	OLJ 195W	<b>£17,500</b>
79 Leopard Semi-Auto Supreme IV Express	49 F/S	KUB 542V	<b>£9,850</b>
79 Leopard Semi-Auto Dominant II	50 F/S	BNB 234T	<b>£9,850</b>
79 Leopard Semi-Auto Supreme III Express	49 F/S	EBD 232T	<b>£9,850</b>

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87 SB2300 DHTD Paramount 3200	57 F/S	D490 RUS	<b>£57,500</b>
87 SB2300 DHTD Paramount 3200, toilet	53 F/S	D295 XCX	<b>£54,850</b>
85 MB200 DKFL Paramount 3500, toilet	46 Rec	B567 AHD	<b>£49,850</b>
85 MB200 DKFL Caetano Algarve	51 Rec	C350 LVV	<b>£35,000</b>

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87 DAF SB Paramount 4000, toilet	73 Rec	D800 SGB	<b>£87,500</b>
88 Olympian Northern Counties	73 Bus	Choice	<b>£77,850</b>
87 MCW Metrobus Gardner 6LXB	75 Bus	Choice	<b>£69,850</b>
86 Olympian Eastern Coachworks, toilet	69 Sts	C259 MWJ	<b>£42,500</b>

#### BEDFORD

88 YNT Duple 320	53 F/S	E66 JJU	<b>£42,500</b>
87 YNT Paramount 3200	53 F/S	D380 BNR	<b>£39,850</b>
86 YMP/S Paramount 3200	35 F/S	D35 XNV	<b>£39,850</b>
85 YNT Paramount 3200	53 F/S	B621 DDW	<b>£34,500</b>
85 YNT Duple Laser II	53 F/S	B114 DTG	<b>£28,850</b>
84 YNT Paramount 3200	49 Rec	A618 FCD	<b>£27,500</b>
82 YNT Dominant IV, tables	47 Rec	AVM 23Y	<b>£17,500</b>
82 YNT Supreme V	53 F/S	XWK 17X	<b>£15,850</b>
81 YMQ Dominant II	35 F/S	GEU 364W	<b>£15,850</b>
82 YMT Dominant II Express	53 F/S	CVL 248X	<b>£13,500</b>

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89 809D Auto Reeber Van Conversion	19 Sts	F34 TJN	<b>£24,850</b>
87 709D Auto Beaver Bus	25 Bus	E433 YHL	<b>£19,850</b>
87 Iveco Caetano Vianna	19 Sts	D509 WNV	<b>£16,500</b>
87 609D Ensor Conversion	19 Sts	D101 TCA	<b>£17,500</b>
86 609D Ensor Conversion	21 F/S	C117 KMA	<b>£14,500</b>
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1989 G	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET	1988 E	MB230LB	VAN HOOL ALIZEE H	51R + TOILET
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1989 F	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET	1988 E	MB230LB	PLAXTON 3500	53R
1989 F	MB230LT	PLAXTON 3500	53R	1988 F	MB230LB	PLAXTON 3500	51R + TOILET
1989 F	MB230LB	PLAXTON 3500	51R + TOILET	1987 E	MB230DKFL	PLAXTON 3500	55R
1989 F	MB230LB	PLAXTON 3500	53R	1987 D	MB230DKFL	VAN HOOL ALIZEE H	55R
1988 E	MB230LT	PLAXTON 3500	53R + TOILET	1987 D	SB2305DHTD	PLAXTON 3200	57
1988 E	SB3000DKV	VAN HOOL ALIZEE SH	49R + TOILET	1987 D	MB230DKFL	VAN HOOL ALIZEE H	51R + TOILET
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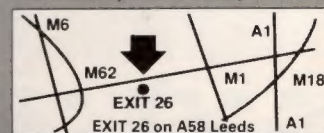
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1985 B	DAF SB2300DHS	PLAXTON 3200	53R	1978 S	VOLVO B58	CAETANO	53
1986 D	SB2305DHTD	PLAX 3200 LOW DRIVER	55E	1985 B	BEDFORD YMP	PLAXTON 3200	35
1986 C	MB230DKVL	DUPLE 340 SLX	52R + TOILET	1980 V	BEDFORD PJK	PLAXTON SUPREME	29
1986 C	MB200DKFL	PLAXTON 3500	51R + TOILET	1985 C	BEDFORD YMV	PLAXTON 3200	53
1983 PP	MB200DKFL	JONCKHEERE P50	49R + TOILET	1984 A	LEYLAND TIGER 245	LAG GALAXY	49R + TOILET
1983 A	MB200DKL	MOSELEY ALPHA	53R	1978 S	LEYLAND LEOPARD	DUPLE DOMINANT II	53
1989 F	VOLVO B10M	JONCKHEERE DEAVILLE	49R + TOILET + AIR COND	1985 C	BOVA FUTURA	49R + TOILET + AIR COND	

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